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URAL COAL TRUST STEPS UP PERFORMANCE OF EXCAVATORS IN OPEN-PIT MINING

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During April and May 1951, preparations for the spring and summer season were carried out in open pits of the Vakhrushevugol' Trust. This involved a complete stoppage of mining activities in each pit, in turn, for a 10-day period. During this time, excavators were repaired and moved to new positions, railroad tracks were transferred to benches and sidings, ballast was laid, and the contact system in the Lapinskiy open pit was repaired.

Work was carried out according to previously drawn up schedules. The required number of spare parts for repair of the excavators had been previously determined, as well as the needed amount of materials, ballast, and railroad ties. All these things had already been brought to the open pits and were in readiness at the start of repair work.

The stoppage of activities in each pit, in turn, made it possible to concentrate the available machinery in other pits for the most laborious processes, (transfer, repair, and laying of ballast on railroads). As a result, the level of mechanization in rail transfer operations was raised to 91 percent.

The year schedule for excavator repair was drawn up on the basis that capital repair is to be carried out in the winter months and medium and annual repair during the period when work is stopped in the pits. At the beginning of the season, the stock of excavatore at the coal pits was in good working condition.

The carrying out of these measures made it possible for the Vakhrushevugol' Trust to exceed the plan for removal work in 1951 by 2 million cubic meters. Basic economic indexes, in connection with excavator work, increased above 1950 as follows: productivity of an excavator with a one-cubic meter bucket, 16 percent; labor productivity, 10 percent; coal deposits prepared for removal, 41 percent. The average daily productivity of individual excavators amounted to 4,600-5,800 cubic meters.

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Ways of stepping up the productivity of excavators, increasing the length of time during which they can be used, and raising labor productivity on the basis of the Vakhrushevugol' Trust's experience are as follows:

1. Transfer of all overburden removal excavators to the cycle work schedule, to make it possible to raise the average daily productivity of the excavators 82-97 percent (from 2,340 cubic meters in 1950 to 4,250-4,600 cubic meters /in 1952/).

2. Introduction of block blasting of boreholes (7-10) which assures the preparation of the face in 8-10 days. Drilling boreholes in soft and medium hard rock with rotary and combination drills which are considerably more productive than cable drills.

3. Complete mechanization of railroad-track transfer operations with the aid of cranes, bulldozers, track lifters, and electric and pneumatic packers.

4. Introduction of the unit method of excavator repair which is carried out by brigades of the mine repair plant, with the assembly of units for replacement at the plant. Only replacement of units should be done at the repair point. To achieve this, a repair schedule must be worked out carefully, detaching machines from service for repairs at the planned time.

In May 1951, the same amount of repair work was done on excavators No 6 and No 7. Excavator No 7 was set up in a place, convenient for the operation of the crane, and the replacement units were assembled there instead of previously at the plant. In this case, the repair work lasted 30 days. Excavator No 6 was repaired in 10 days. In this instance the replacement units were all assembled at the plant and had only to be lifted into place by a crane. The quality of the repair in the second case was considerably higher.

The above measures can be adopted in all open pits of the coal industry and will lead to a considerable increase in the productivity of excavators.

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